



**Chapter 19**  
Material Assets

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## **19. Material Assets**

### **19.1 Introduction**

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered potential impacts on material assets associated with the Construction and Operational Phases of the Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment can be carried out. It is likely that the Proposed Scheme will be constructed by a contractor appointed under a Design and Build form of Contract. The contractor engaged will be responsible for finalising the design of the Proposed Scheme in compliance with the Employer's Requirements, including compliance with the requirements of the EIAR and Natura Impact Statement (NIS) (including all mitigation measures) and any development consent conditions. Minor modifications may be made to the current design at the detailed design stage to avail of opportunities to improve the design in the light of experience on the ground or other innovations. Any such minor modifications, however, will not give rise to any impacts which are more significant than those already identified and assessed in this EIAR.

During the Construction Phase, the potential impacts on material assets arising from the Proposed Scheme have been assessed, including potential impacts on utilities and potential impacts arising from the importation of construction materials, which result from construction activities such as utility diversions, road resurfacing and road realignments.

During the Operational Phase, the potential impacts on material assets associated with changes in utility demand from new infrastructure associated with the Proposed Scheme have been assessed. The assessment has been carried out according to best practice and guidelines relating to material asset assessment, as outlined in Section 19.2.

The aim of the Proposed Scheme, when in operation, is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme which is described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives.

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated, where appropriate.

## 19.2 Methodology

Material assets are resources of both natural and human origin that have intrinsic value. The Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022) discuss material assets as follows:

*'In Directive 2011/92/EU this factor included architectural and archaeological heritage. Directive 2014/52/EU includes those heritage aspects as components of cultural heritage. Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure. Sealing of agricultural land and effects on mining or quarrying potential come under the factors of land and soils.'*

The EPA Guidelines specifically list built services, roads and traffic, and waste management as topics which fall into the category of material assets. Further to this, the Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017) references buildings, other structures, mineral resources, and water resources as material assets. The Proposed Scheme will not have any impacts on buildings and other structures. This EIAR includes separate chapters covering a number of those listed material assets and other material assets, as follows:

- Roads and traffic - Chapter 6 (Traffic & Transport);
- Employment and land use assets - Chapter 10 (Population);
- Ecological assets - Chapter 12 (Biodiversity);
- Waterways, rivers and streams - Chapter 13 (Water);
- Soils, lands, and mining or quarrying potential - Chapter 14 (Land, Soils, Geology & Hydrogeology);
- Cultural heritage assets - Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Visual amenity assets - Chapter 17 (Landscape (Townscape) & Visual); and
- Waste management - Chapter 18 (Waste & Resources).

The focus of this Chapter is on built services, specifically:

- Major infrastructure and utilities; and
- Imported material, excluding the materials which will be covered in Chapter 18 (Waste & Resources).

Major infrastructure includes items such as canals, railway lines and Luas lines interacting with the Proposed Scheme. Existing utility information has been collated from the utility service providers and utility (ground penetrating radar (GPR)) surveys have been carried out, as required. In addition, as part of the design development, the diversions and changes required to existing utilities infrastructure have been considered.

Conservative estimates have been prepared of the quantities of materials that may be needed for construction to inform the impact assessment of the Proposed Scheme. For the purpose of this Chapter, imported materials includes materials which are sourced from outside the Proposed Scheme, namely the major construction materials (concrete granular fill / aggregate, asphalt, and structural steel). The impacts associated with the transportation of the material to the site have been considered within the assessments of construction traffic in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 9 (Noise & Vibration).

### 19.2.1 Study Area

The study area with regard to major infrastructure and utilities comprises all areas within the Proposed Scheme, including both permanent and temporary land take boundaries.

### 19.2.2 Relevant Guidelines, Policy and Legislation

This Chapter has been prepared in accordance with the following guidance:

- EPA Guidelines (EPA 2022);

- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017); and
- Institute of Environmental Management and Assessment (IEMA) Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach (hereafter referred to as the IEMA Guidance) (IEMA 2020).

### **19.2.3 Data Collection and Collation**

All major infrastructure and utilities which may be impacted by the Proposed Scheme have been assessed including:

- Railway lines;
- The Royal Canal;
- Luas Green Line;
- Luas Red Line;
- Electricity;
- Water / Wastewater;
- Surface Water Drainage;
- Gas; and
- Telecommunications.

Existing utility information was requested from utility companies and service providers. The following service providers provided utility information for the study area of the Proposed Scheme:

- Dublin City Council (DCC);
- Fingal County Council (FCC);
- Electricity Supply Board (ESB) Networks / EirGrid;
- Gas Networks Ireland (GNI);
- Irish Water; and
- Telecommunications providers.

The types and quantities of the major materials which will need to be imported for the construction of the Proposed Scheme have also been established.

### **19.2.4 Appraisal Method for the Assessment of Impacts**

The assessment of the potential impact of the Proposed Scheme on material assets has been undertaken having regard to the EPA Guidelines (EPA 2022). The following issues have been considered as part of the assessment of impacts:

- Potential for impacts on major infrastructure and public utilities and the need to adequately protect them during the Construction Phase;
- Requirement for connections to public utilities by the Proposed Scheme during both the Construction and Operational Phases; and
- Use of imported materials required for the construction of the Proposed Scheme.

Each impact has been categorised based on:

- Quality of the impact;
- Significance of the impact; and
- Duration of the impact.

The definition of these impact characteristics, as per the EPA Guidelines is provided in Table 1.4 in Chapter 1 (Introduction). These characteristics have been used to assess the quality and duration of all impacts.

Table 19.1 provides the significance criteria used to identify the significance of impacts on major infrastructure and utilities. For the purposes of assessing the impacts on major infrastructure and utilities, an impact is deemed to be not significant from a rating of Imperceptible to Moderate, and significant from Significant to Profound.

**Table 19.1: Significance Criteria for Major Infrastructure and Utilities**

Significance Level	Criteria
<b>Profound</b>	Where there is a continuous utility interruption of more than a week; Where additional demand on a utility would consume all remaining capacity; or Where there is a permanent disruption* of a major piece of infrastructure.
<b>Very Significant</b>	Where there is a continuous utility interruption of more than 48 hours; Where additional demand on a utility would significantly reduce the available capacity of that utility; or Where there is long-term disruption* of a major piece of infrastructure.
<b>Significant</b>	Where there is a continuous utility interruption of more than 24 hours; Where there is significant additional demand on a utility; or Where there is a medium-term disruption* of a major piece of infrastructure.
<b>Moderate</b>	Where there are discrete utility interruptions of no more than eight hours for up to seven consecutive days; Where the additional demand on a utility is relatively large; or Where there is a short-term disruption* of a major piece of infrastructure.
<b>Slight</b>	Where there are discrete utility interruptions of no more than eight hours for up to three days; Where additional demand on a utility is relatively small; or Where there is a temporary disruption* of a major piece of infrastructure.
<b>Not Significant</b>	Where there is a utility interruption of no more than eight hours on a single day; Where additional demand on a utility is quantifiable but is too small to have any impact on capacity; or Where there is a brief disruption* of a major piece of infrastructure.
<b>Imperceptible</b>	Where there is no utility interruption during diversion works; Where additional demand on a utility has no material change; or Where there are minor changes on a major piece of infrastructure which has no material impact on its usability.

\*Disruption with respect to major infrastructure refers to the closure or significant reduction in usability of the infrastructure.

For the significance of the impacts associated with imported materials, in addition to the EPA Guidelines (EPA 2022), the IEMA Guidance (IEMA 2020) has been used. For materials, the sensitivity of the receptor (Table 19.2) and the magnitude of the impact (Table 19.3) are assigned and used to determine the significance of the impact (Table 19.4).

**Table 19.2: Sensitivity Criteria for Materials (IEMA 2020)**

Value	Description
	<b>On balance, the key materials required for construction of a development ...</b>
<b>Very High</b>	Are known to be insufficient in terms of production, supply and/or stock; and / or Comprise no sustainable features and benefits compared to industry-standard materials*.
<b>High</b>	Are forecast (through trend analysis and other information) to suffer from known issues regarding supply and stock; and / or Comprise little or no sustainable features and benefits compared to industry-standard materials*.
<b>Medium</b>	Are forecast (through trend analysis and other information) to suffer from some potential issues regarding supply and stock; and / or Are available comprising some sustainable features and benefits compared to industry-standard materials*.
<b>Low</b>	Are forecast (through trend analysis and other information) to be generally free from known issues regarding supply and stock; and / or Are available comprising a high proportion of sustainable features and benefits compared to industry-standard materials*.
<b>Negligible</b>	Are forecast (through trend analysis and other information) to be free from known issues regarding supply and stock; and / or Are available comprising a very high proportion of sustainable features and benefits compared to industry-standard materials*.

\*Subject to supporting evidence, sustainable features and benefits could include, for example, materials or products that: comprise reused, secondary or recycled content (including excavated and other arisings); support the drive to a circular economy; or in some other way reduce lifetime environmental impacts.

**Table 19.3: Assessing Magnitude for Materials (IEMA 2020)**

Value	Description
	<b>The assessment is made by determining whether through a development, the consumption of .....</b>
<b>Major</b>	...one or more materials is >10% by volume of the regional* baseline availability;
<b>Moderate</b>	...one or more materials is between 6-10% by volume of the regional* baseline availability;
<b>Minor</b>	...one or more materials is between 1-5% by volume of the regional* baseline availability
<b>Negligible</b>	...no individual material type is equal to or greater than 1% by volume of the regional* baseline availability.
<b>No Change</b>	.....no materials is required.
* or where justified, national.	

**Table 19.4: Determining Significance for Materials (IEMA 2020)**

Sensitivity (or Value) of Receptor	Magnitude of Impact					
		No Change	Negligible	Minor	Moderate	Major
Very High		Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
High		Neutral	Slight	Sight or Moderate	Moderate or Large	Large or Very Large
Medium		Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
Low		Neutral	Neutral or Slight	Neutral or Slight	Slight	Sight or Moderate
Negligible		Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

In accordance with the IEMA Guidance, an impact is deemed to be Significant if it has a significance level of Moderate, Large or Very Large, while Neutral or Slight are deemed to be Not Significant.

## 19.3 Baseline Environment

The Ballymun Section of the Proposed Scheme will commence at the junction of R108 Ballymun Road with St. Margaret's Road and will run along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street Upper and R132 Church Street. The Finglas Section of the Proposed Scheme will commence at the junction of the R135 Finglas Road and R104 St. Margaret's Road and will run along the R135 Finglas Road to Hart's Corner where it will join the Ballymun Section of the Proposed Scheme.

There are a number of utilities in place along and crossing these roads, the majority of which are buried within and along the roadways. These utilities include:

- ESB electricity lines (high, medium and low voltage) and associated infrastructure;
- GNI gas mains (high, medium and low pressure) and associated infrastructure;
- Irish Water potable water mains and associated infrastructure;
- Irish Water sewer lines (foul and combined sewers) and associated infrastructure;
- Local authority surface water drainage network and associated infrastructure;
- Eir, Enet and Virgin Media telecommunications lines and associated infrastructure; and
- Local authority traffic signal ducting.

The following outlines the baseline environment with respect to material assets.

### 19.3.1 Major Infrastructure and Existing Utilities

The Proposed Scheme will interact with several pieces of major infrastructure, namely two railway lines, the Royal Canal and two Luas lines.

The Proposed Scheme will cross two railway lines just north of the Royal Canal at Cross Guns Bridge. The two railway lines are close to each other at the point where they will cross under the Proposed Scheme, the northern

line being part of the Western Commuter Line and South Western Commuter Line which carries both intercity trains (Dublin to Sligo) and commuter trains, and the southern line being part of the Docklands spur of the Western Commuter Line and is only operational at peak times Monday to Friday.

The Proposed Scheme will cross the Royal Canal at Cross Guns Bridge, with a new pedestrian / cycle bridge over the Royal Canal proposed to the east of the existing bridge. The Royal Canal is mainly used for leisure activities, namely boating and angling within the waterway, and walking and cycling along the pathways running alongside it. The 5<sup>th</sup> Lock is located adjacent to Cross Guns Bridge.

The Proposed Scheme will cross both of the Luas lines. It will cross the Green Line on R108 Constitution Hill, close to the 'Broadstone – DIT' Luas Stop. The frequency of the Luas in this area can be as high as every three to four minutes at peak times in each direction. The Proposed Scheme will then cross the Red Line on R132 Church Street between the Four Courts Luas Stop and the Smithfield Luas Stop. Again here, the frequency of the Luas in this area can be as high as every three minutes at peak times in each direction. These are therefore very busy pieces of infrastructure.

Table 19.5 lists the types of major utilities within the study area of the Proposed Scheme that will be along or will cross the Proposed Scheme. Most utilities are buried beneath the roads or footpaths, with a mixture of main trunk routes as well as branches off these main routes existing along the entire length of the Proposed Scheme.

**Table 19.5: Utilities Within the Proposed Scheme Study Area**

Utility Provider	Service Type	Description
ESB	High Voltage Electricity	Underground 220kV (kilovolt) lines
		Underground 110kV lines
		Underground 38kV lines
	Medium Voltage Electricity	Underground lines
	Low Voltage Electricity	Underground lines
		Overhead single phase lines
Overhead three phase lines		
GNI	High Pressure Gas	200mm steel main at 19 bar
		500mm steel main at 40 bar
	Medium Pressure Gas	32mm polyethylene main at 4 bar
		63mm polyethylene main at 4 bar
		90mm polyethylene main at 4 bar
		125mm polyethylene main at 4 bar
		150mm steel main at 4 bar
		180mm polyethylene main at 4 bar
		250mm polyethylene main at 4 bar
	315mm polyethylene main at 4 bar	
Low Pressure Gas	Numerous sizes of mains at low pressure along entire route	
Irish Water	Potable Water	Trunk and distribution mains of various diameters and materials, with supporting infrastructure such as valves and hydrants
	Sewer Lines	Foul sewer lines and associated infrastructure
		Combined sewer lines and associated infrastructure
Local Authorities	Surface Water Sewer Network	Surface water sewer network and associated infrastructure
	Traffic Signals	Ducting for traffic signals and associated infrastructure
Telecommunications	Virgin Media	Underground cables and associated infrastructure
	Eir	Underground cables and associated infrastructure
	Enet	Enet cables in Phibsborough

### **19.3.2 Imported Material**

The quantities of material which are currently imported to the area covered by the Proposed Scheme under baseline conditions are low. Currently, material is only imported as part of maintenance activities which are undertaken on the existing roadways, cycle lanes, footpaths, utilities and verges. These activities would largely involve repair of road, cycle lane and footpath surfaces, repainting of road markings, drainage maintenance and repair, utility works, landscaping and winter maintenance.

A report entitled *Essential Aggregates: Providing for Ireland's Needs to 2040* (Irish Concrete Federation 2019) was published in 2019 which details and quantifies Ireland's natural aggregate reserves. At the time of publication of that report, Ireland had approximately 500 active large commercial quarries, approximately 220 ready mixed concrete plants, 20 large scale precast concrete plants and 40 plants producing bitumen bound road surfacing materials.

The Irish Concrete Federation quantifies the annual production of these materials in Ireland on their website, with the 2019 figures (the most recent available) being as follows:

- Five million cubic metres of ready-mixed concrete;
- 135 million concrete blocks;
- 38 million tonnes of aggregates;
- Two million tonnes of bituminous road surfacing materials; and
- Two million square metres of paving products.

## **19.4 Potential Impacts**

This Section presents potential impacts that may occur due to the Proposed Scheme, in the absence of mitigation. This informs the need for mitigation or monitoring to be proposed (refer to Section 19.5). Predicted residual impacts, taking into account any proposed mitigation, are then presented in Section 19.6.

### **19.4.1 Characteristics of the Proposed Scheme**

#### **19.4.1.1 Major Infrastructure and Utilities**

Construction of the Proposed Scheme has the potential to have an impact on existing infrastructure and utilities in order to accommodate changes to junction layouts or changes to carriageway widths. Where protection of utilities in place is not an option, this will involve realignment, upgrade, or replacement of this infrastructure as part of works within those areas. Each proposed modification to the existing infrastructure or utilities is outlined in this Chapter. Where utility diversions are proposed, the approximate length of the diversions is provided in Table 19.6 to Table 19.8. The potential impacts would occur predominantly during the Construction Phase.

During the Operational Phase, some utilities will be required for the Proposed Scheme. This will include electricity connections for such elements as new street lighting, junction signalling and real time passenger information (RTPI) displays at bus stops. There will also be some amendments to existing surface water drainage to control and / or attenuate surface water runoff from any additional paved surfaces.

#### **19.4.1.2 Imported Material**

Material will be required to construct the Proposed Scheme. These materials will mainly be comprised of standard construction materials, paving materials, landscaping materials, street furniture, paints, lighting, junction infrastructure materials and fill materials, as required. This Chapter covers the major materials needing to be imported to the site for the purposes of construction of the Proposed Scheme (i.e. concrete, granular fill / aggregate, asphalt and structural steel). Any materials arising from within the site which are to be reused within the Proposed Scheme (e.g. excavated soils), are assessed in Chapter 18 (Waste & Resources).

## 19.4.2 'Do Nothing' Scenario

In the 'Do Nothing' scenario, the Proposed Scheme would not be implemented and there would be no changes to existing infrastructure or utilities as a result of the Proposed Scheme. Therefore, there would be a Neutral impact on infrastructure and utilities under the 'Do Nothing' scenario.

Similarly, with respect to imported material, the 'Do Nothing' scenario means that there is no requirement to import material for the construction of the Proposed Scheme. Therefore, this material is not consumed by the Proposed Scheme, and the impact under the 'Do Nothing' scenario is Neutral.

## 19.4.3 Construction Phase

### 19.4.3.1 Major Infrastructure and Utilities

The following sections outline the key potential impacts on major infrastructure and utilities as a result of the Construction Phase of the Proposed Scheme. Major infrastructure includes railway lines, the Royal Canal and the Luas. Major utilities include major electricity overhead lines and underground cables, water distribution and foul and surface water infrastructure, gas mains and telecommunications infrastructure. Please refer to Chapter 20 (Risk of Major Accidents and / or Disasters) for an assessment of the potential impacts associated with major accidents involving utilities. Additionally, there will be some demand on existing utilities by construction activities (i.e. by the Construction Compounds or equipment), which is also addressed as relevant in the following sections. Chapter 5 (Construction) should also be referenced for additional detail on the Construction Phase of the Proposed Scheme.

The main Construction Phase impacts will arise from the requirement to divert utilities. The proposed utility diversions are listed in Table 19.6 to Table 19.8. To the best of the engineering experience and judgement available, and based on the available records and preliminary reasonable site investigations, it is expected that the utility diversion will be to the stated length. It is likely, however, that modifications to these proposed measures may be required at the detailed design / Construction Phase, and any such modifications (if required) will not give rise to any impacts which are any more significant than those already identified and assessed in this Chapter and will not alter the summary of potential Construction Phase impacts presented in Table 19.13.

#### 19.4.3.1.1 Major Infrastructure

The Proposed Scheme will cross two railway lines via proposed new footbridge structures, adjacent to the existing road bridges over the railways under R108 Prospect Road at Phibsborough (please refer to Chapter 5 (Construction) for further detail). The Proposed Scheme works will not affect the operation of those railway lines. Short-term possessions of the railways will be required at night to enable precast concrete beams to be lifted into place over the tracks, however these will not affect rail services. Therefore, there will be no significant impact on the railway lines.

The Proposed Scheme will cross the Luas Green Line and the Luas Red Line at grade, on R108 Constitution Hill and R132 Church Street, respectively. The construction of the Proposed Scheme in these areas will not affect the operation of the Luas. Therefore, there are no significant impacts anticipated to this infrastructure.

The Proposed Scheme will cross the Royal Canal at two locations in close proximity. It will cross via the existing Cross Guns Bridge, where the existing road layout will be modified slightly. This will include surfacing works only. Approximately 30m to the east of Cross Guns Bridge, a new pedestrian and cycle bridge is proposed over the Royal Canal. Works at this structure will include piling over an estimated two week period, as well as the construction of the footbridge itself and the ramps to the footbridge. The northern towpath will be closed to the public during the bridge works, and a diversion route will be provided along the southern towpath. There will be a need to temporarily lower the water level in the Royal Canal for the duration of the bridge construction. Please refer to Chapter 5 (Construction) for a full description of the construction of this structure. Due to the disruption in the area during construction, there will be a temporary impact on the usability of the Royal Canal and associated walkways in that area. Therefore, the potential impact on the Royal Canal will be Negative, Slight and Temporary.

#### 19.4.3.1.2 Electricity

The Construction Compounds will require electricity to power any temporary office and welfare facilities during the Construction Phase. Power for the Construction Compounds will be supplied through a connection into the electricity network, or where this is unavailable, via generators. Temporary electricity provision for works areas along the Proposed Scheme to power items such as temporary lighting, temporary traffic signals and other construction equipment will be provided through generators, as required.

It is considered that the impact due to electricity demand during the Construction Phase will be Negative, Not Significant and Short-Term.

A number of interfaces between existing electricity infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure, as outlined in Table 19.6 and shown in the ESB Asset Alterations Drawings (BCIDD-ROT-UTL\_UE-0304\_XX\_00-DR-CU-9001). As a result of these diversions, there may be temporary local interruptions to the electricity provision during works on that infrastructure.

**Table 19.6: Potential Major Electricity Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Ballymun Road from St. Margaret's Road to Griffith Avenue</b>			
N/A	N/A	N/A	N/A
<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b>			
A4500	Medium voltage underground ESB duct	24m diversion	Sheet 12 of 37
<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b>			
A4960 – A4980	Medium voltage underground ESB duct	20m diversion	Sheet 13 of 37
A4960 – A4980	Low voltage underground ESB duct	20m diversion	Sheet 13 of 37
<b>Constitution Hill and Church Street to Arran Quay</b>			
A5155 – A5180	Medium voltage underground ESB duct	30m diversion	Sheet 14 of 37
A5270 – A5320	Medium voltage underground ESB duct	55m diversion	Sheet 14 of 37
A5320 – A5380	Medium voltage underground ESB duct	30m diversion	Sheet 14/15 of 37
A5925 – A5960	Medium voltage underground ESB duct	67m diversion	Sheet 16 of 37
A5960 – A5990	Medium voltage underground ESB duct	67m diversion	Sheet 16 of 37
A6050 – A6190	Medium voltage underground ESB duct	130m diversion	Sheet 16/17 of 37
A6250 – A6280	Medium voltage underground ESB duct	25m diversion	Sheet 17 of 37
A6710 – A6760	Medium voltage underground ESB duct	46m diversion	Sheet 18 of 37
A6770 – A6775	Medium voltage underground ESB duct	17m diversion	Sheet 18 of 37
<b>Finglas Road from St. Margaret's Road to Wellmount Road</b>			
B1030	Medium voltage underground ESB duct	1m diversion	Sheet 27 of 37
B1030 – B1130	Medium voltage underground ESB duct	4m diversion	Sheet 27 of 37
B1030 – B1130	Medium voltage underground ESB duct	75m diversion	Sheet 27 of 37
B1075 – B1095	Medium voltage underground ESB duct	20m diversion	Sheet 27 of 37
<b>Finglas Road from Wellmount Road to Ballyboggan Road</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from Ballyboggan Road to Hart's Corner</b>			
B3335 – B3950	Low voltage underground ESB duct	670m diversion	Sheet 36 of 37
B4000 – Finglas Road	Medium voltage underground ESB duct	110m diversion	Sheet 37 of 37

While electricity interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the exact number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria, as outlined in Section 19.2.4 and Table 19.1, where diversion of an electricity line is required which will result in the planned interruption of electricity provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.3 Water

The Construction Compounds and construction areas will require a water supply for welfare facilities within the Construction Compounds, as well as for dust suppression at certain construction areas where the conditions require it. The Construction Compounds will be connected into the local mains water supply, where possible. Where a connection is not possible, water tankers will be used.

It is considered that the impact due to potable water demand during the Construction Phase will be Negative, Not Significant and Short-Term.

A number of interfaces between the existing water infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure, as outlined in Table 19.7 and shown in the Water Utility Asset Alterations Drawings (BCIDD-ROT-UTL\_UW-0304\_XX\_00-DR-CU-9001). As a result of these diversions, there may be temporary local interruptions to water provision during works on that infrastructure.

**Table 19.7: Potential Major Water Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Ballymun Road from St. Margaret's Road to Griffith Avenue</b>			
N/A	N/A	N/A	N/A
<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b>			
SR2 410 – 450	Watermain (DN012mm Cast Iron (CI))	45m diversion	Sheet 21 of 37
SR2 960 – 1000	Watermain (DN229mm CI)	40m diversion	Sheet 22 of 37
<b>Constitution Hill and Church Street to Arran Quay</b>			
A5255 – A5300	Watermain (DN150mm Ductile Iron (DI))	114m diversion	Sheet 14 of 37
A5300 – A5360	Watermain (DN152mm CI)	114m diversion	Sheet 14 of 37
A5150 – A5200	Watermain (DN150mm DI)	28m diversion	Sheet 14 of 37
A6050 – A6160	Watermain (DN203mm CI)	107m diversion	Sheet 16/17 of 37
<b>Finglas Road from St. Margaret's Road to Wellmount Road</b>			
B1070 – B1100	Watermain (DN152mm CI)	26m diversion	Sheet 27 of 37
<b>Finglas Road from Wellmount Road to Ballyboggan Road</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from Ballyboggan Road to Hart's Corner</b>			
B3755 – B3880	Watermain (DN102mm Asbestos Cement)	136m diversion	Sheet 37 of 37
B3950 – B3980	Watermain (DN76mm CI)	30m diversion	Sheet 37 of 37
B4020 – Finglas Road	Watermain (DN152mm CI)	90m diversion	Sheet 37 of 37

While water interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria, as outlined in Section 19.2.4 and Table 19.1, where diversion of a watermain is required which will result in the planned interruption of water provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.4 Wastewater and Surface Water Runoff

There will be wastewater and surface water runoff created by the Construction Compounds and construction areas. Wastewater will be created by welfare facilities within the Construction Compounds and construction areas, and surface water runoff will emanate from any areas of the Construction Compounds and construction areas which are paved. The Construction Compounds will be connected into the local foul / combined sewers where possible, or where not possible, will have on-site tanks for the collection of foul water which will be emptied by means of a suction tanker and the wastewater shall be disposed of to a licensed wastewater treatment plant. Where required, temporary welfare facilities (for example portable toilets) will be used, which will be collected as required for off site disposal of the wastewater to a suitably licensed facility.

The potential impact as a result of the demand on the foul network during the Construction Phase will be Negative, Not Significant and Short-Term.

There have been no major interfaces identified between the Proposed Scheme and the existing foul sewer network which will require any diversion works. Therefore, there will be no potential significant impact to the foul sewer network as a result of the construction of the Proposed Scheme.

There will be limited upgrade works required to the surface water drainage network to facilitate the changes to the road alignment and the impermeable surface area. Much of this work will involve the construction of new road gullies to align with the new kerb line. There will also be several Sustainable Drainage System (SUDS) measures installed such as bioretention and oversized pipes to control the flow of surface water. All surface water will continue to drain into existing networks and outfalls. Refer to Chapter 13 (Water) for further information on surface water drainage during the Construction Phase of the Proposed Scheme.

#### 19.4.3.1.5 Gas

There will be no requirement for a connection to existing gas infrastructure during the Construction Phase of the Proposed Scheme. Therefore, there will be no potential significant impact associated with gas demand during the Construction Phase.

A number of interfaces between existing gas infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure, as outlined in Table 19.8 and shown in the Gas Networks Ireland Asset Alterations Drawings (BCIDD-ROT-UTL\_UG-0304\_XX\_00-DR-CU-9001). As a result of these diversions, there may be temporary local interruptions to gas provision during works on that infrastructure.

**Table 19.8: Potential Major Gas Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Ballymun Road from St. Margaret's Road to Griffith Avenue</b>			
N/A	N/A	N/A	N/A
<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b>			
SR2 770 – 800	Low pressure gas	34m diversion	Sheet 22 of 37
A3960 – A3985	Low pressure gas	25m diversion	Sheet 11/22 of 37
<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b>			
A4955 – A5075	Low pressure gas	126m diversion	Sheet 13/14 of 37
<b>Constitution Hill and Church Street to Arran Quay</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from St. Margaret's Road to Wellmount Road</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from Wellmount Road to Ballyboggan Road</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from Ballyboggan Road to Hart's Corner</b>			
B4030 – Finglas Road	Low pressure gas	1m diversion	Sheet 37 of 37

While gas interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria, as outlined in Section 19.2.4 and Table 19.1, where diversion of a gas main is required which will result in the planned interruption of gas provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.1.6 Telecommunications

Telecommunications access will be required at the Construction Compounds. The potential impact as a result of the demand on the telecommunications network during the Construction Phase will be Negative, Not Significant, and Short-Term.

A number of interfaces between existing telecommunications infrastructure and the Proposed Scheme have been identified, some of which will require diversion of the infrastructure, as outlined in Table 19.9 and shown in the Telecommunications Asset Alterations Drawings (BCIDD-ROT-UTL\_UL-0304\_XX\_00-DR-CU-9001) in Volume 3 of this EIAR. As a result of these diversions, there may be temporary local interruptions to the telecommunications provision during works on that infrastructure.

**Table 19.9: Potential Telecommunications Infrastructure Diversions**

Approximate Chainage	Description	Proposed Measure (Approximate)	Figure Sheet Reference
<b>Ballymun Road from St. Margaret's Road to Griffith Avenue</b>			
A670 – A690	Eir ducting	28m diversion	Sheet 02 of 37
A1060 – A1105	Eir ducting	39m diversion	Sheet 03 of 37
A1475 – A1510	Eir ducting	32m diversion	Sheet 04 of 37
A1710 – A1770	Eir ducting	65m diversion	Sheet 05 of 37
A2225 – A2350	Eir ducting	121 diversion	Sheet 06/07 of 37
<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b>			
A3745 – A3775	Eir ducting	22m diversion	Sheet 10 of 37
<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b>			
N/A	N/A	N/A	N/A
<b>Constitution Hill and Church Street to Arran Quay</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from St. Margaret's Road to Wellmount Road</b>			
B1070 – B1130	Eir ducting	58m diversion	Sheet 27 of 37
<b>Finglas Road from Wellmount Road to Ballyboggan Road</b>			
N/A	N/A	N/A	N/A
<b>Finglas Road from Ballyboggan Road to Hart's Corner</b>			
N/A	N/A	N/A	N/A

While telecommunications interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the total number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case scenario of up to a week has been assessed. Using the criteria, as outlined in Section 19.2.4 and Table 19.1, where diversion of a telecommunications line is required which will result in the planned interruption of telecommunications provision, the worst-case potential impact will be Negative, Moderate and Temporary.

#### 19.4.3.2 Imported Material

The Construction Phase will require the importation of a number of key construction materials for the Proposed Scheme works. This material will include items such as concrete, granular fill / aggregate, asphalt and structural steel. For a full description of the Construction Phase, please refer to Chapter 5 (Construction). An assessment of the climate impact from the carbon associated with these materials is included in Chapter 8 (Climate). Table 19.10 provides a conservative estimate of the quantities of the major materials required to complete the Construction Phase of the Proposed Scheme.

**Table 19.10: Conservative Quantity Estimates of Major Construction Materials Required by the Proposed Scheme**

Material	Estimated Quantity
Fill Material	20,200 tonnes
Asphalt	38,700 tonnes
Concrete	17,100 tonnes
Precast Concrete	2,000 tonnes
Brickwork and Blockwork	110 tonnes
Structural Steel	500 tonnes

The quantities of materials listed in Table 19.10 represents a very small proportion of the Irish quantities manufactured per year, as outlined in Section 19.3.2. The estimated quantity of concrete required represents less than 1% of the total quantity produced in Ireland per annum. Similarly, assuming the aggregate composition of asphalt is 90% to 95% and concrete is 60% to 80%, the estimated total aggregate quantity required by the Proposed Scheme represents less than 1% of the total aggregate quantity produced in Ireland per annum.

Importation of material to the Proposed Scheme site will be carried out throughout the Construction Phase, with different materials being required at different times. The main direct impacts associated with the importation of construction materials arises from the gathering / manufacture of the materials, as well as the fact that once the materials are used within the Proposed Scheme they are no longer available for other uses. There will also be impacts associated with the importation of materials through the requirement of heavy goods vehicles for the delivery of the material and the use of materials. Impacts are covered in more detail in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality), Chapter 8 (Climate) and Chapter 9 (Noise & Vibration), where relevant.

As the materials required for the Construction Phase of the Proposed Scheme are generally readily available, the sensitivity of the material will be Low. As the quantities of the material required constitute less than 1% of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the potential impact associated with the imported materials will be Negative, Slight and Long-Term.

### 19.4.3.3 Construction Phase Impact Summary

Table 19.11 provides a summary of the potential impacts on material assets associated with the Construction Phase of the Proposed Scheme.

**Table 19.11: Summary of Potential Construction Phase Impacts**

Assessment Topic	Potential Impact
<b>Major Infrastructure and Utilities</b>	
Railway Lines	No significant impact
Royal Canal	Negative, Slight and Temporary
Luas Lines	No significant impact
Electricity Demand	Negative, Not Significant and Short-Term
Electricity Interruption	Negative, Moderate, Temporary
Water Demand	Negative, Not Significant and Short-Term
Water Interruption	Negative, Moderate, Temporary
Wastewater Demand	Negative, Not Significant and Short-Term
Wastewater Interruption	No significant impact
Gas Demand	No significant impact
Gas Interruption	Negative, Moderate and Temporary
Telecommunications Demand	Negative, Not Significant and Short-Term
Telecommunications Interruption	Negative, Moderate and Temporary
<b>Imported Material</b>	
Use of Imported Material	Negative, Slight and Long-Term

## 19.4.4 Operational Phase

### 19.4.4.1 Major Infrastructure and Utilities

The main impacts on major infrastructure and utilities will be associated with the Construction Phase. However, there will be some demand on utilities by the Proposed Scheme once operational. These impacts are outlined in the following sections.

#### 19.4.4.1.1 Major Infrastructure

Upon completion of the Construction Phase, there will be no interaction between the operation of the Proposed Scheme and the two railway lines or the Royal Canal. The Proposed Scheme will have an interface with both the Luas Green and Red Lines on R108 Constitution Hill and R132 Church Street, respectively. However, these interface locations will be signal controlled to maintain operation of both the Proposed Scheme and the Luas. The new footbridge over the Royal Canal has been designed to allow for sufficient vertical clearance to maintain the use of this section of the Royal Canal for navigation. Therefore, there will be no significant Operational Phase impact anticipated on major infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.2 Electricity

Once the Proposed Scheme is operational, electricity will be required to power such elements as street lighting, junction signalling and RTP1 displays. Power for these types of equipment will be supplied via power cables which will connect the equipment to an electricity supply cabinet. The anticipated impact on electricity demand during the Operational Phase will be Negative, Imperceptible and Long-Term.

#### 19.4.4.1.3 Water Usage

The Proposed Scheme will not result in any additional water provision being required after the Construction Phase is completed. Therefore, there is no significant Operational Phase impact anticipated on water infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.4 Wastewater and Surface Water Runoff

Once the Proposed Scheme is constructed, the hardstanding surface area will be larger in some places than before construction due to the construction of wider carriageways, cycle infrastructure and footpaths. This larger surface area will result in additional surface water runoff. Drainage upgrades and SUDS measures have been included as part of the design of the Proposed Scheme to attenuate any additional runoff. There will therefore be no significant Operational Phase impacts anticipated on surface water drainage infrastructure. Impacts on watercourses and water quality as a result of any potential increase in surface water runoff through existing outfalls is assessed in Chapter 13 (Water).

The Proposed Scheme will not require any foul sewer connection to operate. Therefore, there is no significant Operational Phase impact anticipated on foul sewer infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.5 Gas

The Proposed Scheme will not require any gas connection to operate. Therefore, there will be no significant Operational Phase impact anticipated on gas infrastructure as a result of the Proposed Scheme.

#### 19.4.4.1.6 Telecommunications

Once the Proposed Scheme is operational, telecommunications links will be required for such equipment as traffic signal controllers, and for RTP1 displays at bus stops and on bus information apps. Generally, this equipment will be connected to the local fibre optic cable network via ducting connected to fibre cabinets. In the case of the real time bus information, cellular communications (3G / 4G / 5G) will be provided. This type of infrastructure is already in operation along the Proposed Scheme route. Therefore, any additional telecommunications requirements by any new infrastructure will be minimal.

Therefore, the anticipated impact on telecommunications during the Operational Phase will be Negative, Imperceptible and Long-Term.

### 19.4.4.2 Imported Material

Materials will be required during the Operational Phase for maintenance of the infrastructure. This will include repair of roadway, cycleway and footway surfaces, as well as repair of street furniture (including bus shelters and poles), and landscaping. However, as the Proposed Scheme largely involves the upgrade and alteration of

existing roadways, the majority of material required for maintenance of the Proposed Scheme would have already been required for the maintenance of the existing roadways in the absence of the Proposed Scheme. Therefore, the change in quantities of materials which will be required for the maintenance of the Proposed Scheme will be very small.

As the materials required for the Operational Phase of the Proposed Scheme are generally readily available, the sensitivity of the material will be Low. As the quantities of the material required for maintenance will be lower than the quantities required for the Construction Phase, and therefore constitute less than 1% of the quantities produced per annum in Ireland, the magnitude of the impact will be Negligible. Therefore, the potential impact associated with the imported materials will be Neutral and Long-Term.

#### 19.4.4.3 Operational Phase Impact Summary

Table 19.12 provides a summary of the potential impacts on material assets associated with the Operational Phase of the Proposed Scheme.

**Table 19.12: Summary of Potential Operational Phase Impacts**

Assessment Topic	Potential Impact
<b>Major Infrastructure and Utilities</b>	
Major Infrastructure	No significant impact
Electricity	Negative, Imperceptible and Long-Term
Water Usage	No significant impact
Wastewater	No significant impact
Surface Water Runoff	No significant impact
Gas	No significant impact
Telecommunications	Negative, Imperceptible and Long-Term
<b>Imported Material</b>	
Use of Imported Material	Neutral and Long-Term

## **19.5 Mitigation and Monitoring Measures**

The following Section outlines the measures which will be adhered to in order to ensure that there are no significant impacts on material assets as a result of the construction and operation of the Proposed Scheme. No monitoring measures are considered to be required for material assets.

### **19.5.1 Construction Phase**

#### **19.5.1.1 Major Infrastructure and Utilities**

The proposed Royal Canal pedestrian / cycle bridge has been designed to minimise the impact on the Royal Canal itself, as far as possible. Any disruption to the waterway will be planned in consultation with Waterways Ireland, and Waterways Ireland requirements will be adhered to during the bridge works. Where works are to take place in, adjacent to and above the Royal Canal, precautions will be implemented to protect the canal banks and the navigation channel from damage. Where works are required within the Royal Canal, the existing canal infrastructure will be fully reinstated to allow for the return to normal operations of the Royal Canal on completion of the construction works in that area.

The Proposed Scheme has been designed to minimise the impact on major infrastructure. This includes the avoidance of interactions with major utility infrastructure, as far as possible. Where there are interfaces with the existing utility infrastructure, protection in place or diversion as necessary is proposed to prevent long-term interruption to the provision of the affected services.

All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Scheme. This will include appropriate investigation by the appointed contractor to identify the precise location of all utility infrastructure within the working areas prior to the commencement of excavation works. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.

Consultation has been undertaken with the major utility companies regarding the design, potential interfaces and measures required to protect or divert the infrastructure which is interfacing with the Proposed Scheme design. All utility companies for which diversions are proposed will continue to be consulted with National Transport Authority (NTA) oversight when designing any diversions to ensure that proposed diversions conform to the utility provider's requirements, where practicable and acceptable to the NTA, and to ensure that service interruptions are kept to a minimum.

Where diversions or modifications are required to utility infrastructure (as listed in Section 19.4.3), service interruptions and disturbance to the surrounding residential, commercial and / or community property may be unavoidable. Where this is the case, it shall be planned in advance by the appointed contractor. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not exceeding eight hours where reasonably practicable), and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruptions. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised, in so far as is possible.

#### **19.5.1.2 Imported Material**

The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore, minimise the quantities of construction materials required. Large sections of the Proposed Scheme will require minimal intervention, being comprised of lane reconfigurations, road marking layout changes, resurfacing works and the construction of segregated cycle tracks. Larger works will include the Royal Canal pedestrian / cycle bridge and the North Circular Road Underpass.

Consideration will be given by the appointed contractor to the sustainability of material being sourced for the construction of the Proposed Scheme. In so far as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally to reduce the amount of travelling required to get the material to the site. Key issues to be considered when sourcing materials for the Construction Phase will include the source, the material specification, production and transport costs, and the availability of the material. For quarried material sourced within the State, only quarries which are included in local authority quarry registers will be used by the appointed contractor to source any quarried material.

Construction materials will be managed on-site by the appointed contractor in such a way as to prevent over-ordering and waste. Materials will be stored in appropriate storage areas or receptacles to reduce the potential for damage requiring replacement. 'Just-In-Time' ordering principles will be implemented by the appointed contractor, where practicable, to reduce the potential for over-ordering.

### 19.5.1.3 Summary of Construction Phase Impacts After Mitigation

Due to the fact that impacts are anticipated to be minimal and mitigation measures are largely inherent in the design of the Proposed Scheme, the predicted post mitigation impacts are unchanged as summarised in Table 19.13.

**Table 19.13: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation Measures**

Assessment Topic	Potential Impact (Pre-Mitigation)	Predicted Impact (Post Mitigation)
<b>Major Infrastructure and Utilities</b>		
Railway Lines	No significant impact	No significant impact
Royal Canal	Negative, Slight and Temporary	Negative, Slight and Temporary
Luas Lines	No significant impact	No significant impact
Electricity Demand	Negative, Not Significant and Short-Term	Negative, Not Significant and Short-Term
Electricity Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
Water Demand	Negative, Not Significant and Short-Term	Negative, Not Significant and Short-Term
Water Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
Wastewater Demand	Negative, Not Significant and Short-Term	Negative, Not Significant and Short-Term
Wastewater Interruption	No significant impact	No significant impact
Gas Demand	No significant impact	No significant impact
Gas Interruption	Negative, Moderate and Temporary	Negative, Moderate and Temporary
Telecommunications Demand	Negative, Not Significant and Short-Term	Negative, Not Significant and Short-Term
Telecommunications Interruption	Negative, Moderate and Temporary	Negative, Moderate and Temporary
<b>Imported Material</b>		
Use of Imported Material	Negative, Slight and Long-Term	Negative, Slight and Long-Term

### 19.5.2 Operational Phase

Due to the measures which are included within the design, and the fact that impacts are anticipated to be minimal, there are no specific mitigation measures necessary during the Operational Phase. The predicted post mitigation impact is therefore unchanged, as summarised in Table 19.14.

**Table 19.14: Summary of Predicted Operational Phase Impacts Following the Implementation of Mitigation Measures**

Assessment Topic	Potential Impact (Pre-Mitigation)	Predicted Impact (Post Mitigation)
<b>Major Infrastructure and Utilities</b>		
Major Infrastructure	No significant impact	No significant impact
Electricity	Negative, Imperceptible and Long-Term	Negative, Imperceptible and Long-Term
Water Usage	No significant impact	No significant impact
Wastewater	No significant impact	No significant impact
Surface Water Runoff	No significant impact	No significant impact
Gas	No significant impact	No significant impact
Telecommunications	Negative, Imperceptible and Long-Term	Negative, Imperceptible and Long-Term
<b>Imported Material</b>		
Use of Imported Material	Neutral and Long-Term	Neutral and Long-Term

## 19.6 Residual Impacts

No significant residual impacts have been identified either in the Construction or Operational Phases of the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).

### 19.6.1 Construction Phase

There will be no significant residual impacts on major infrastructure and utilities, or as a result of imported material during the Construction Phase.

### 19.6.2 Operational Phase

There will be no significant residual impacts on major infrastructure and utilities, or as a result of imported material, during the Operational Phase.

## 19.7 References

EPA (2022). Guidelines on the Information to be Contained in Environmental Impact Assessment Reports

European Commission (2017). Environmental Impact Assessment of Projects - Guidance on the Preparation of the Environmental Impact Assessment Report

IEMA (2020). IEMA Guide to: Materials and Waste in Environmental Impact Assessment - Guidance for a Proportionate Approach

Irish Concrete Federation (2019). Essential Aggregates Providing for Ireland's Needs to 2040

### Directives and Legislation

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment